

Amendments to the Specification:

Please amend the paragraph beginning at page 3, line 4 as follows:

According to a first aspect of the invention, there is provided an engine fastening structure for connecting a cylinder body or a cylinder head via the cylinder body to a crankcase with connecting bolts, characterized in that the crankcase is constructed in such a manner that an iron alloy bearing member for supporting a crankshaft bearing is insert cast in an aluminum alloy, in that the bearing member comprises a bearing portion which surrounds the circumference of a journal portion of a crankshaft, a bearing collar that is formed as a separate unit from the bearing portion, which is inserted into the bearing portion so as to be disposed in place therein and in which the crankshaft bearing is inserted to be fitted, and connecting boss portions which are integrally formed in such a manner as to extend toward a cylinder body side from sides of the bearing portion which are situated opposite across a cylinder axis as viewed in a direction in which the crankshaft extends, and in that the connecting bolts are screwed into the connecting boss portions, respectively.

Please amend the paragraph beginning at page 5, line 2 as follows:

According to a sixth aspect of the invention, there is provided an engine fastening structure as set forth in the fifth aspect of the invention, characterized in that the balance shaft which rotationally supports a balancer weight is also used as a connecting bolt for connecting the left and right crankcase portions together, and in that a flange portion which abuts with an outer surface of the bearing member is formed at one end portion of the balance shaft, whereas a threaded portion on which a nut member is to be screwed is formed at the other end portion of the balance shaft.

Please add new paragraphs beginning at page 5, line 17 as follows:

According to an eighth aspect of the invention, there is provided an engine fastening structure as set forth in the first aspect of the invention, characterized in

that a gear is provided on the crankshaft so as to be positioned closer to a shaft end side than the crankshaft bearing, and in that the outside diameter of the bearing collar is set larger than the outside diameter of the gear so provided.

According to a ninth aspect of the invention, there is provided an engine fastening structure as set forth in the fourth aspect of the invention, characterized in that the bearing member comprises left and right bearing members, and in that the balance shaft is suspended by the left and right bearing members.

According to a tenth aspect of the invention, there is provided an engine fastening structure as set forth in the fourth or ninth aspect of the invention, characterized in that the balance shaft is supported by the bearing member so as to be situated between the crankshaft and the connecting boss portions as viewed in a direction normal to a plane containing the cylinder bore axis and a crankshaft axis.

Please add a new paragraph at page 47, line 25 as follows:

In addition, according to the first and eighth aspects of the invention, since the bearing collar is provided, the crankcase can be assembled in the crankcase with the gear unit being attached thereto.

Please amend the paragraph beginning at page 48, line 18 as follows:

According to the fourth, ninth and tenth aspects of the invention, since the balance shafts are disposed in parallel with the crankshaft in the vicinity thereof, and the balance shafts are supported by the iron alloy bearing members, the supporting rigidity of the balance shafts can be improved.

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application: